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BDG International Introduces On-Line Booking

BDG has recently added on-line booking capabilities to our track and trace system. Using our state of the art Shiptrax software customers can now book export air, export ocean and domestic shipments with BDG.

Once your online booking is completed your request is electronically transmitted to our office. Your shipment details automatically populate throughout our database. In addition an e-mail alert is automatically sent to our team notifying them of the booking.

Online booking allows for greater flexibility in managing your freight.

- Address Book for all origin shipping locations and consignees
- Shipment Notification profiles for all shipping locations and consignees
- On-Line Shipper Letter of Instruction
- Immediate notification to BDG Operational Teams
- Reference number tracking

For example, when on-line booking imagine notifying your sales rep, consignee, BDG, and consignee customs broker of your pending shipment immediately upon booking with BDG. These parties will not be notified of the entire shipment movement automatically until arrival.

Our system creates an automated way to handle redundant shipping details and frees your time for other important functions.

Contact the BDG Sales Team to learn more about how this new feature and other on-line reporting features can save you more time.

ACE e-Manifest Enforcement Begins

US Customs' Phase Four enforcement of the Truck Trade Act has taken effect on June 15, 2006.

The latest Advance Electronic Cargo Information rules for trucks entering Automated Commercial Environment (ACE) ports were supposed to be implemented last month, on May 15, 2006, but were delayed temporarily for the second time because of "unexpected programming difficulties with the e-manifest system.

Phase Four was originally supposed to kick in this past February. CBP, at the urging of the Canadian trucking Alliance, agreed to delay enforcement at that time in an attempt to push more carriers to sign onto the electronic truck manifest component of ACE.

Under the Act, any carrier arriving at a US port of entry where the US customs broker has not transmitted advance cargo information (PAPS, QP) to US Customs and Border Protection (CBP) one hour prior to the time of arrival will not be permitted to enter.

Currently, truckers that arrive at the border before CBP has received the cargo information are being referred to secondary -- with no penalty -- if the officer deems that the information was sent to a broker beforehand. Now, under Phase Four, that option would be restricted only to carriers that are ACE e-manifest participants.

CBP say it needed the extra time to complete programming to enable ACE recognition of FAST ID cards, as well as support the ability of third-party service providers to transmit an electronic manifest via ACE.

Questions via E-mail may be directed to the group mailbox at Manifest.Branch@dhs.gov. Additional information can be found at CBP's website linked below.

Lowest price gas in your area.

<http://autos.msn.com/everyday/gasstations.aspx?zip=&src=Netx>

Maersk Lines buys P&O

The merger will result in the biggest container shipping company in history, more than double the size of its main contender, Mediterranean Shipping Co. Maersk Sealand already boasts the title of the world's largest container line, with more than 300 vessels and a total capacity of 750,000 20-foot containers. P.O. Nedlloyd has 156 vessels and a container capacity of 428,000.

P&O Nedlloyd said the takeover would lead to 1,500 job cuts. We are seeing the effects of this merger now. As the reorganization of Maersk takes place the result has been a dramatic drop in service levels accros the board on import and export shipments.

BDG is recommending that exporters and importers avoid using Maersk line until the reorganization has been completed.

C-TPAT Truck Carrier Requirements

As of May 13th, 2006 Highway Carriers are required to adhere to the following security requirements:

- (1) **"Line Haul" Carriers-** "when transporting a container or trailer for a CTPAT importer, a high security seal that meets or exceeds the current ISO/PAS 17712 standard for high security seals must be utilized."
 - a. .." The trailer must be sealed with a high security seal which meets or exceeds the current ISO/PAS 17712 standard for a security seal."

Visit ATEC Systems to view the seal:

<http://www.atecsystems.com/boltseals.aspx>

(2) **Less -Than Truckload (LTL) Carriers** -
"LTL carriers must use a high security padlock or similarly appropriate locking device when picking up local freight in an international LTL environment."

"In LTL or Pickup and Delivery (P&D) operations that do not use consolidator hubs to sort or consolidate freight prior to crossing U.S. borders, the importer and exporter and/or highway carrier MUST use ISO 17712 high security seals for the trailer at each stop and to cross the border.

Visit GlobalSpec to view the seal.

[http://www.globalspec.com/FeaturedProducts/Detail/Oneseal/CTPAT and ISO 17712 Approved High Security Seal/22196/0](http://www.globalspec.com/FeaturedProducts/Detail/Oneseal/CTPAT_and_ISO_17712_Approved_High_Security_Seal/22196/0)